

The Future of Required Total System Performance

Wednesday, 3 May – 3:30 PM

Discussion:

Is RTSP only RCP, RNP, RSP? In general, yes. But within ICAO, unresolved. Theoretical vs. practical dictates initial focus on C, N, S

Linking separation assurance to operational concept

Example: where do you put conflict detection?

Alternative is to consider levels of uncertainty

Is there a risk of technology proliferation resulting from this definition of requirements?

Technologies may still be specified, especially by states

How to determine economic benefits – dependence on higher level operations

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Performance criteria vs. technology. Is the technology part of RTSP?

How do you show technology meets the RTSP?

Coverage issues (eg RNP based on ground-based nav aids vs. ocean)

Why specify RCP, RNP, RSP rather than just RTSP?

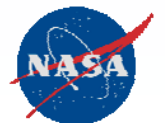
RTSP could include things beyond C, N, S

Performance based operations – to include RTSP plus the other stuff

Example: RNP does not include RVSM

Example: closely spaced parallel runways: C, N, S and also crew training (RNP requires crew approval)

Example: RNP can be specified, but can the platform also respond



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Now we are trying to figure out how to proceed from the current state to the comprehensive RTSP definition that includes all these other issues. This is the current debate

Current RCP deliberations demonstrate the difficulties

What is the challenge to certification created by this paradigm?

Allocation of parameters is one challenge

Some parameters cannot be allocated

Do other on-going activities (FCS, etc) support the emerging RTSP definitions?

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How will ANSPs ultimately implement RTSP?

Interoperability and/or interfaces will need to be specified as well.

Would an ANSP be required to support multiple technologies selected by the users?

How does RTSP define the backup systems required?

Backup requirement comes from availability requirement and architectural approach to meeting the availability

What happens to RTSP in failure situations?

Contingency, procedures will be part of it

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Rulemaking can be performance based; advisory or guidance materials can be related to particular technologies (like ICAO's approach)
How do you link aircraft performance to system operation?

CONCLUSIONS

RTSP is going to be of value and should be explored

RTSP consisting of RCP, RNP, RSP is necessary but not sufficient, but is a good starting point for beginning practical application.

The practical application of RTSP would require a clear and precise definition of the operational context (performance based operations)

RTSP is a complement to technology exploitation

A “roadmap” for how RSTP development and definition should proceed from current RC/N/SP roadmaps to a “comprehensive” RTSP

